and lack of pipeline network etc.; and

(b) if so, the details of the assessment and the practical alternative being worked out, with their present status?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI SANTOSH GANGWAR): (a) and (b) The Ministry of Petroleum & Natural Gas had made a submission before the Hon'ble Supreme Court that a public transport system playhing solely on CNG may not be sustainable in the long term. The Ministry has also taken the stand that unleaded and low benzene petrol and diesel with 0.05% max. sulphur content satisfy the criteria of 'clean fuel' and as such vehicles may be allowed to run on these fuels in addition to CNG. These quality of fuels are already being supplied in Delhi.

Fire on Barauni-Kanpur Pipeline

1077. SHRI R. P. GOENKA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that on 12th April, 2001 a section of the Barauni-Kanpur Pipeline of the Indian Oil Corporation, which transports petroleum products, burst and caught fire and engulfed vast surrounding areas causing panic amongst some villagers, who had to be evacuated, besides heavy disruption of rail traffic;

(b) if so, the details of the accident, the findings of the inquiry and action taken thereon;

(c) the existing guidelines on the maintenance and petrolling of such sensitive pipelines;

(d) whether these guidelines were followed; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI SANTOSH GANGWAR): (a) and (b) On 12.4.2001 Indian Oil Corporation Limited reported that a leak had occured in Barauni-Kanpur product pipeline near Sikaria halt in Arrah District of Bihar which resulted in

the spillage of motor spirit and subsequently fire. The fire fighting operations were immediately started and the fire was extinguished at 12.45 hrs. The railway traffic remained suspended for about 6 hrs.

The high level inquiry committee, consisting of the members from Oil Industry Safety Directorate (OISD) and Indian Oil Corporation Limited (IOCL), in its report brought out that the failure of pipe might have been caused by onjoint action of presence of V notch on seam, corrosion patches on the longitudinal weld seam, adjoining heat affect zone and momentary surge in the pipeline.

The important recommendations of the committee have been complied with by IOCL.

(c) to (e) The prevent external corrosion, the complete pipeline has been coated with coal-tar enamel coating. As a secondary protection measure against corrosion, the pipeline is provided with impressed current cathodic protection (CP) system. For corrosion control measures, the pipeline is cleaned through pigging operation periodically. Regular patrolling is also carried out by the line patrolmen along the route of the pipeline. IOCL have followed these practices.

Committees on dealers' problems

1078. SHRI ABANI ROY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that Government had ordered to constitute different Committees to solve all the points of dealers resentment including dealers commission, maintenance of quality, quantity in the trade;

(b) the number of meetings which have been attended by the directors, marketing of all PSUs and how many have been avoided;

(c) what action is being taken by Government against these officers for insulting these Committees; and

(d) what are the reasons for delay in taking decisions by these Committees?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI SANTOSH